

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 21-Nov-14

Time 10:57 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 461 Const Calendar Day: 833 Date: 20-Dec-2011 Tuesday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 am 06:30 pm Break: 00:30 Over Time: 03:00

Federal ID:

Location:

Reviewer: Schmitt, Alex

Approved Date:

Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather****Temperature** 7 AM 40 - 50 12 PM 50 - 60 4PM 50 - 60**Precipitation** 0.00"**Condition** Partly cloudyWorking Day ☐ If no, explain:**Diary:**

Dispute

Work description.

- Prepared the Alta Vista surveyors for surveying tasks for today. These tasks include to check that the tower saddle has maintained the pullback distance. Take practice shots on the North mainspan and backspan catwalks to compare the number with their total station and the GPS equipment. Also to prepare for surveying the bottom slab blockouts for the Hinge K tie-downs.

- Chris operated the total station today at the instrument which occupied control point MB007 on the Navy Pier. The backsights used for the survey done from MB007 were ARMY2 and TIN3. Once the total station was set up, SKY3 was checked with the total station. Reflective glass was used on a tribrack set on the tripod and set on the rod using the bipod legs. It should be noted that the GPS equipment was used on SKY3 prior to shots being taken with the total station. The GPS measurements were taken at 180 epochs with and without SKY3 (H&V) in the calibration yielding similar values.

After SKY 3 was shot myself and Erol went to a location on the W-Line (north) mainspan catwalk close to the theoretical 1st cable strand. The GPS equipment was used first and 6 shots were taken using both 5 and 30 epochs. Once the GPS measurement was completed then 3 shots were taken with the total station from control point MB007. The steel temperature taken on OBG lift 14W at panel point 127 was 42F. Also the ambient temperature taken at this location was 40F.

Went to the top of the tower and surveyed points K, L, M, N, Y, and Z on the tower saddle and corner offset points WG and NG on the tower grillage. I assisted Erol with finding the location of the points on the saddle and grillage. As shots were being taken, the Alta Vista numbers were being compared to the numbers that I previously measured on the tower December 8th and 9th. The numbers were allot closer than yesterday. The ambient temperature was 49F and the steel temperature of the saddle was 47F taken with an infrared temperature gun in the shade. The K value at this time was 1 and this was the only time it was checked.

Finally myself and Erol went to a location on the W-Line (north) backspan catwalk close to the theoretical 1st cable strand. The GPS equipment was used first and 6 shots were taken using both 5 and 30 epochs. Once the GPS measurement was completed then 3 shots were taken with the total station from control point MB007.

- The following is the hours worked by the Alta Vista consultants today:

Dave Garrett (survey party chief) = off

Chris Ferrucci (instrumentman) = 8hrs

Erol Schaller (rodman) = 8hrs



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- Sent a follow up email to Robert Dolan (District 4 scanner) to confirm that we will meet tomorrow at 1:00pm about the scans done on the Hinge K pipe beams as it relates to the design of the rebar.
- Used the GPS equipment to measure the center-line point at the end of the YBITS W-Line bridge formwork close to the W2 cap beam. Tried to use the GPS equipment in the bays of the box girder and lost the signal and determined it was not going to work. Continued to assess the survey that needs to be done on the Hinge K tie-down blockouts with Chris and Erol. We determined that a resection would be done from 6056 and TIN3 on the YBITS W-Line bridge. Additional control would be established to shoot all four bays with the 20 tie-down blockouts in the bottom slab.
- Attended a tailgate safety meeting in the field conducted by ABF engineer Adam Roebuck. The objectives of this meeting was to discuss the hazards related to cable hauling.
- Continued to prepare for surveying the first cable strand and worked on other cable related surveying issues. Discussed the adjustment measurements with Jim Reid, Alex Schmitt, and John Lyons.
- Observed the operation to uncoil the first cable strand and connect to the trolley carrier near the north hauling frame, see photos below for more details. This was being done to make assessments on the cable behavior as it is being uncoiled from the spool.

Attachment



ABF ironworkers positioning the cable strand number 1 coil on the swift.



Placing the south end socket onto the rolling carrier to horizontally position near the hauling frame.



Tightening the male connection for hauling cable strand into the female connection of the south socket.



Attaching the male connection for hauling the cable strand into the female connection of the south end socket of cable strand number 1.

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The south socket end of the cable strand was connected to the crane to assist uncoiling the cable strand.



Applying more tension to pull the cable strand through the first roller support frame.



View of the first cable strand being uncoiled.



Tightening the male connection for hauling cable strand into the female connection of the south socket.



Pulling the cable strand through the first roller support frame.



Moving the south end of the cable strand into the first roller support guide.

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Placing the south end socket onto the rolling carrier to horizontally position near the hauling frame.